

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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North Quay

1. This quay has been extended in a straight line to the west. The following ships were tied up alongside, bows to sterns, and took up the full length of the quay:
  - a. MARSHALL TOLBUKHIN, Soviet; waiting for cargo;
  - b. KARL MARX, Soviet; unloaded soda, loaded dried fruit and plywood;
  - c. CHUKOTKA, Soviet; loaded fruit and jam; (working between Batum and Odessa, Sevastopol and Stalin; passenger and cargo);
  - d. DEBRECEN, Hungarian; unloaded cotton and oil-cake; and
  - e. SUKHONNA, Soviet; unloaded coal; (one of the new 1100-ton vessels built at the Ganz shipyards, Budapest).

The Soviet ships CHIATURI and SULINA were also alongside this quay, but not at the same time as the ships mentioned above.
2. The north quay is served by five electric cranes travelling on rails. Four of the cranes are of 3-ton capacity, while the fifth, and westernmost, crane is larger and heavier, but only has a 3-ton lift from the end of the main jib. With a shorter radius, however, it is marked as having a 15-ton lift.
3. There are only two warehouses adjacent to this quay and they are at the eastern end. A considerable amount of cargo awaiting shipment was stored on the quay in the open.
4. Near the dockyard gates is a new building which contains the harbormaster's office.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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Northeast and East Quays

5. These quays are reserved for naval and military use and no access is allowed to civilians. The east quay appeared to informant to have been extended to the south as far as the line of the southern breakwater. [redacted] in the port a Bulgarian destroyer and escort vessel lay respectively alongside and stern to the east quay. 25X1

Dockyard Basin

6. At the southern side of the entrance to the basin were moored a submarine, two escort vessels, and an old gunboat (possibly a torpedo boat), all flying the Bulgarian flag.
7. On 22 December 1954, this submarine was observed maneuvering on the surface outside of the harbor entrance. No armament was seen. The pilot stated that, in addition to this submarine, the Bulgarian Navy has two other smaller submarines.
8. A floating crane was lying off the north side of the basin. Seven other cranes were observed in the area of the dockyard basin. Five of these appeared to be near the northwest corner of the basin, and they consisted of two large cantilever type, two jib type, and one derrick of the stiff-legged type. The other two cranes were "Goliaths" and appeared to be situated on the south side of the basin.

Other Observations

9. A dredger flying the Soviet flag was at work at the entrance to the Devnya Canal during the entire stay [redacted] 25X1
10. No constructional work was observed in the harbor or dockyard area.
11. The two mooring buoys which previously existed in the middle of the inner harbor were not observed.
12. There is a signal station at the outer end of the south breakwater.

Port Controls

13. A vessel proceeding to Stalin must contact "Bolinflot" at Stalin by radio and give warning of her E.T.A. at Cape Kaliakra. Pilotage is not compulsory and [redacted] ship took a pilot on arrival but departed without one. Upon arrival at Cape Kaliakra, the pilot boarded the vessel unaccompanied by any guards. 25X1
14. A vessel arriving at Stalin must fly the international S.V. (probably the international flags "S" and "V"), and may enter port when permission is received from the signal station at the outer end of the southern breakwater. [redacted] ship anchored in the inner harbor until cleared by the Port Health Authority after which she was permitted to come alongside at the north quay. 25X1
15. As soon as berthing was complete, she was boarded by eleven (11) police and customs officials. The crew was then mustered on the bridge, and checked off against the crew list and their seamen's identity books. After this, the ship was thoroughly searched by two search parties, each party being accompanied by a member of the crew. The searching was much more thorough than it had been on [redacted] last visit, two or three years ago. 25X1
16. When the search of the ship was completed, passes were issued to each member of the crew entitling them to go ashore until 11:00 P.M. The pass is made out in triplicate, one copy being deposited at the harbor master's office, one being given to the guard at the bottom of the gangway, and the third being given to the member of the crew concerned. When a seaman goes ashore he and the guard exchange their copies, and on return they are again exchanged. On leaving the ship each man's name is turned in to the customs authorities by the guard at the dock gates,

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but it is not usual for any search to be carried out. The details of the seaman's pass are entered in a ledger by the guards.

17. A Bulgarian civilian who wished to visit an acquaintance among the crew members of [ ] ship was given a permit by the police to board the vessel.

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Black Market

18. Black market activity was considerable, both among the stevedores and dock laborers; also ashore in the town. Nylon stockings and other garments, and wrist watches were traded either for Bulgarian money or, in a few cases, for Napoleons. A steel waterproof wrist watch brought three Napoleons, and nylon stocking 60 levas if sold aboard ship, and 80 levas if sold ashore in the town.
19. The official rate of exchange for the dollar is seven leva, but the black market rate is 40.

Provisioning

20. Ships are provisioned through an official ship chandler whose prices are more than 50 percent cheaper than official prices ashore.

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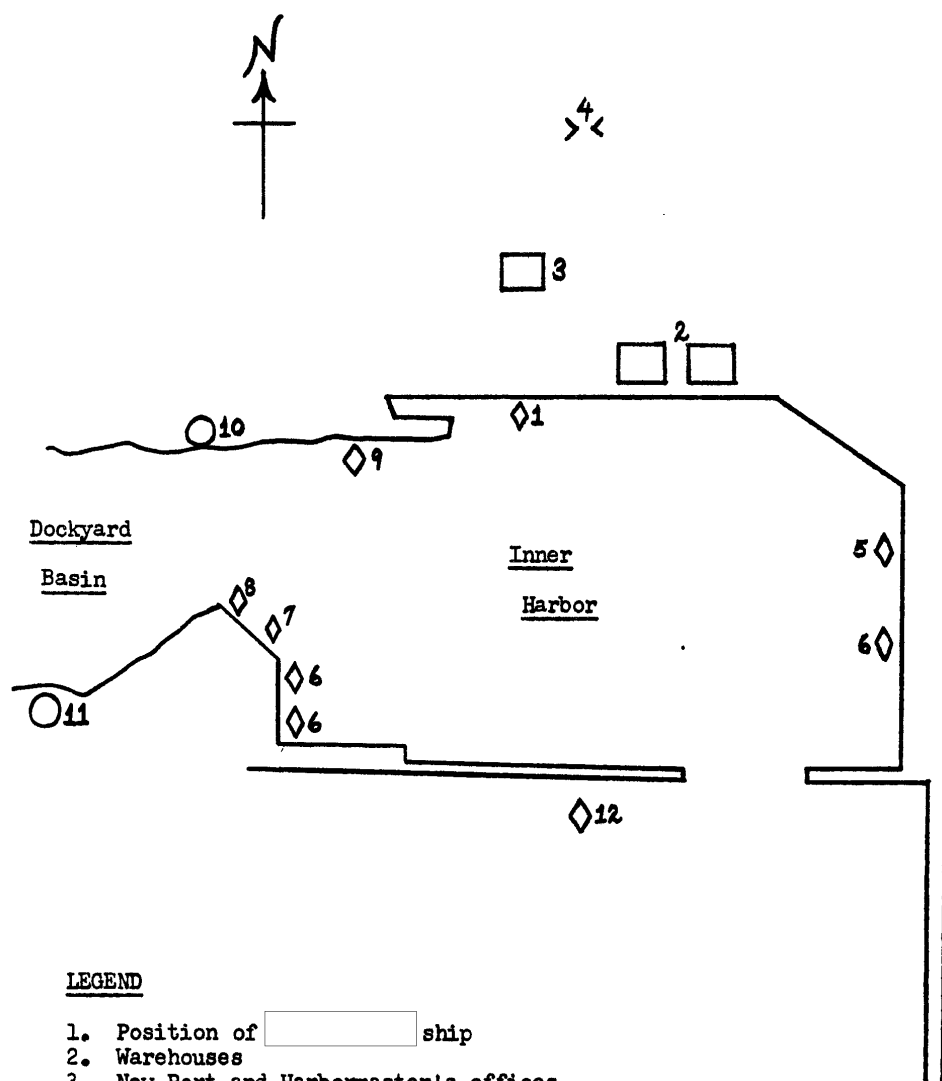
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APPENDIXLEGEND

1. Position of  ship
2. Warehouses
3. New Port and Harbormaster's offices
4. Dockyard gates
5. GEORGI DIMITROV
6. Unidentified escort vessels
7. Submarine
8. Gunboat (possibly Torpedoboat)
9. Floating crane
10. Cantilevers, derrick and job cranes
11. Goliath cranes
12. Soviet dredger

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